

THE
NORTH
POLEA BANNER YEAR FOR
POLAR EXPLORATIONSTHE
SOUTH
POLE

Nearly 450 years have passed since the first polar (arctic) expedition, in 1492, and the first half of this century's opening year finds the mystery surrounding the poles still unsolved. Whether the latter half will disclose what has been an objective of human effort for so long a period or will add materially to our information about the polar regions remains to be shown, but, at all events, strenuous efforts are being put forth to break their eternal solitude.

No less than six great expeditions are in progress to explore the arctic and antarctic regions, and, benefiting by the hard won experience of centuries, the explorers are all filled with hope for a successful consummation of their labors. Added to the three expeditions under Stein, Sverdrup and Peary, members of which are now in the arctic, there will be at least three new exploring parties outfitted for renewed attempts upon the north pole—one Russian and two American. It is reported that Mr. Walter Wellman, who has already made two unsuccessful efforts to reach the arctic pole, intends to make another trial. But the most completely equipped will be the Baldwin-Ziegler expedition, which has been so extensively advertised and for many months past in preparation. At a recent farewell dinner tendered Mr. Baldwin by the Peary Arctic club in New York his definite plans were for the first time given to the public when he said upon being presented with a small American flag: "I am firmly convinced that this flag will be carried to victory in this expedition. The starting point will be Franz-Josef Land, and our party will be sufficient in number to avail ourselves of every resource in the land in the way of food by hunting bears and other animals. We shall begin our journey across the ice with 400 dogs and 15 Siberian ponies, and, with the assistance of these, I believe it will be possible to achieve the object we shall set out to accomplish."

These remarks were made on the eve of Mr. Baldwin's departure for Scotland, where are being fitted out the two vessels, the flagship America and supply ship Friulio, in which he will start from Tromsø, Norway, on the final trip the last week of the present month. Franz-Josef Land, from which Mr. Ziegler, who finances the expedition bearing his name, warns all other explorers at the peril of their lives this year, was discovered in the seventeenth century and has already been made the base of operations against the common goal of polar expeditions. It was for three years the field of the Jackson-Harmsworth expedition; from the sea northeast and north, respectively, of this land Nansen and the Duke of Abruzzi made their nearest approaches to the pole. And Wellman himself, who was the ostensible object of Ziegler's warning, has good reason to feel aggrieved at this "jumping of a claim" to which he has established a recognized title.

However, the Baldwin-Ziegler expedition, with its "corner" on Eskimo dogs and unlimited means at its disposal, furnished from the Ziegler millions, has altogether the advantage and seems likely to succeed if the shrews of war toward the pole. Of all arctic explorers none has displayed more indomitable courage than Peary, who, crippled as he is by the amputation of nearly all his toes, was at last accounts still bent upon achieving his purpose of discovering the pole or perishing in the attempt. Interest in his expedition is revived by the announced dispatch next month of the relief ship Erik, the fifth vessel to be sent into the great north by the Peary Arctic club, following after the Windward, which, as may be recalled in this connection, sailed last midsummer on the same quest. No information has been received of the

alone are to be taken into account. As to the personality of the leader, Mr. Evelyn B. Baldwin, it has already been exploited to the utmost, and the opinion seems to be that he is well qualified for the great undertaking.

Far distant from the scene of Mr. Baldwin's prospective operations is gallant Lieutenant Peary, who passed the winter of 1898-1899 at Etah, on the Greenland coast, and when last heard from was painfully pursuing his course

vessel to be sent into the great north by the Peary Arctic club, following after the Windward, which, as may be recalled in this connection, sailed last midsummer on the same quest. No information has been received of the

1900, Peary was at Fort Conger, Greeley's old quarters, which, by the way, he found exactly as left by the survivors of that unfortunate expedition more than 15 years before. Hopes are entertained that Lieutenant Peary has already reached the pole, but the continued absence of the Windward without tidings argues either against this possibility or that she has been icebound

ago that they would dispatch the great ice crushing steamer Yermak poleward; but, though on its experimental trip it succeeded in forcing its way through field ice five feet thick and nearly through another estimated at 25 feet in thickness before brought to a standstill, its efficiency in the ice cap of the poles may well be questioned. It was reported a few months ago that

from the naval class or merchant marine already built and refitted for their special service.

The Discovery, however, is the sixth of her name to engage in polar voyages. She is exceptionally strong, built of seasoned oak, 172 feet long, 33 broad and with a displacement of 1,750 tons. The total cost of the expedition is estimated at \$500,000, of which amount the British government contributes less than half. She was launched from the same shipyard in Dundee, Scotland, in which the whalers for the Baldwin-Ziegler expedition are being refitted.

The captain of the Discovery is Commander R. F. Scott, and the head of the scientific staff is Professor J. W. Gregory, now holding the chair of geology in the Melbourne university, Australia, from which point the final start will be made. The ship will be provisioned for three years, and the German vessel for the same time, though equipped for two years. The German ship has just been built at Kiel and resembles the celebrated Fram, although said to be a better sea boat. She will sail under the leadership of Professor Erik von Drygalski for Cape Town, Africa, thence for the little known Kerguelin island, where a party will be left for scientific observation, the main company proceeding to Victoria Land for winter quarters. Full results are not expected from these two expeditions until the summer of 1903 or 1904, though partial reports may be sent out before the various parties are picked up and brought home.

A third antarctic expedition is Swedish, led by Dr. Otto Nordenskjöld, a nephew of the famous explorer of that name who, first of all arctic voyagers, accomplished the "northeast passage" in the Vega, 1878-9. His vessel will be a renovated whaler, the Antarctic, and the total cost of his expedition is put at less than \$40,000. He purposes to reach the antarctic via Tierra del Fuego and the Falkland isles and utilize the antarctic summer months, which will be those of the northern winter. All three expeditions are commanded by experienced men and take out full corps of scientists, so that their reports will be awaited with a reasonable expectation of valuable results.

Hitherto the greatest efforts of explorers have been directed toward the arctic, as they are more accessible from centers of population and outfitting stations. They are also inhabited, while the antarctic is uninhabited, and, while their flora and fauna are similar in general features and the waters of the latter abound in animal life, the southern land masses have no such means of subsistence as the polar bear, the musk ox, etc., which are found far up in the higher latitudes.

In the preliminary voyages toward either pole the distance to be covered by the arctic explorers will not be more than three-fourths, generally speaking, of that necessary for reaching the antarctic. The former regions have been longer known, even as the Atlantic was navigated long before the Pacific was discovered. It was the famous Captain Cook who discovered the southern region, in 1773-5, on his second voyage circumnavigating the globe in the vicinity of the antarctic circle. Nearly 50 years later another British navigator, Wad-

dell, penetrated to the parallel of 74 degrees 15 minutes south latitude. The United States expedition under Captain Wilkes in 1840 sighted a large continent, impassable barrier of ice. A British expedition in 1829-43 led by Captain Ross and brought to light the volcanic mountain called by him the Erebus. Volcanic action has been found in the antarctic, but not in the arctic. Quite 50 years elapsed before the next discovery, E. Borchgrevink in 1895 claimed to have been the first to land on the antarctic mainland. He was sent out again in the Southern Cross in 1898, landing on the coast of Victoria Land Feb. 28, 1899, and attaining the farthest south of any explorer. Still he added but 50 miles to the altitude claimed by Ross 50 years before and found his land explorations barred by vast glaciated volcanoes. At about the same time a Belgian expedition in the Belgica-1897-98 was the first ever to pass the winter in the antarctic, having been frozen in a full year point at which the ship entered the sea. An American, Mr. Frederick A. Cook of Brooklyn, was with this expedition as ethnologist and has published an account of the voyage. The last book on the antarctic to appear is that of Borchgrevink's, so that the literature of the subject is comparatively full and up to date.

In a resume of what has been accomplished it will be noticed that the north pole has been more nearly approached than its southern antipole. Nansen's farthest north in 1893-4 of 86 degrees 15 minutes and Dr. Nordenskjöld's alleged north of 88 degrees 33 minutes reducing the distance to about 240 statute miles, while the south pole is eight degrees farther away. The surroundings of the latter are deemed impenetrable, yet under the combined attacks upon both the arctic and antarctic, conducted mainly by men of Norse and Saxon origin, it would seem that the horizon, if not the austral, region if they are to be revealed.

CHANNING A. BARTOW.

HE AMUSED THE QUEEN.

A characteristic story is told of two church dignitaries who were one day visiting at a dinner party at Windsor castle. One was a courtly, polished cleric, the other a blunt, unpolished peasant. The cleric, who was a high churchman, was talking to the queen, who was seated next to him, for some time, and then turned to the peasant, referring to the cleric as "my dear friend," and said: "I told her majesty all that myself five minutes ago!" "What a memory your majesty has!" murmured the cleric.

"Nonsense!" interposed his brother cleric gruffly from the other side of the table. "It's nothing of the kind. I told her majesty all that myself five minutes ago!" "What a memory your majesty has!" murmured the cleric.

DEATH RATE FIGURES.

In country districts where the population is from 100 to 150 to the square mile the death rate is only 15 for every 1,000, compared with 24 for every 1,000 where there are over 200 to the square mile.

To this end artificial objects, such as houses, monuments, bridges and roads, are to be so fashioned and disposed in connection with and in relation to natural objects—as, for example, masses of foliage, hills, dales, rocks and water—that the mind will be drawn from materialistic toward poetic moods."

While it is doubtful if the contemplation of beautiful scenery has equal effect upon all minds and whether viewing the grand and beautiful in nature always has an elevating effect upon man, there is no denying the fact that for recreative purposes the city parks and squares are of incalculable value. There are many thousands in every large town who may revel in scenery perfectly pastoral in character without going outside the city limits and with but a trifling expenditure for car fares.

The United States, while it did not take the lead in initiating great parks for the benefit not only of the present generation, but of posterity, has the reputation of possessing the largest aggregate of national parks of any nation in the world. It is only necessary to mention the great Yellowstone, the Yosemite, the park of petrified trees in Arizona and the latest acquisition, Pajarito park, in New Mexico, with 150,000 acres, containing wonderful ruins of the ancient cliff dwellers, to call attention to the fact that the United States is owner of the vastest area of park reservations in the universe. Nearly all the national parks have been reserved on account of their natural attractions or as conservators of forests and rain supply or both. They are remote from cities and only available to those who can afford to take long journeys at considerable outlay of cash, but the city parks and pleasure grounds are not open to the objection urged against the national domains, for they are accessible and available to the poorest and humblest of our citizens.

ROGER P. BARNUM.

MEASURING THUNDER DISTANCES. As a matter of fact, thunder and lightning occur simultaneously, the interval observed between the phenomena being due to the fact that sound only travels at the rate of 1,100 feet per second, while the passage of light is almost instantaneous.

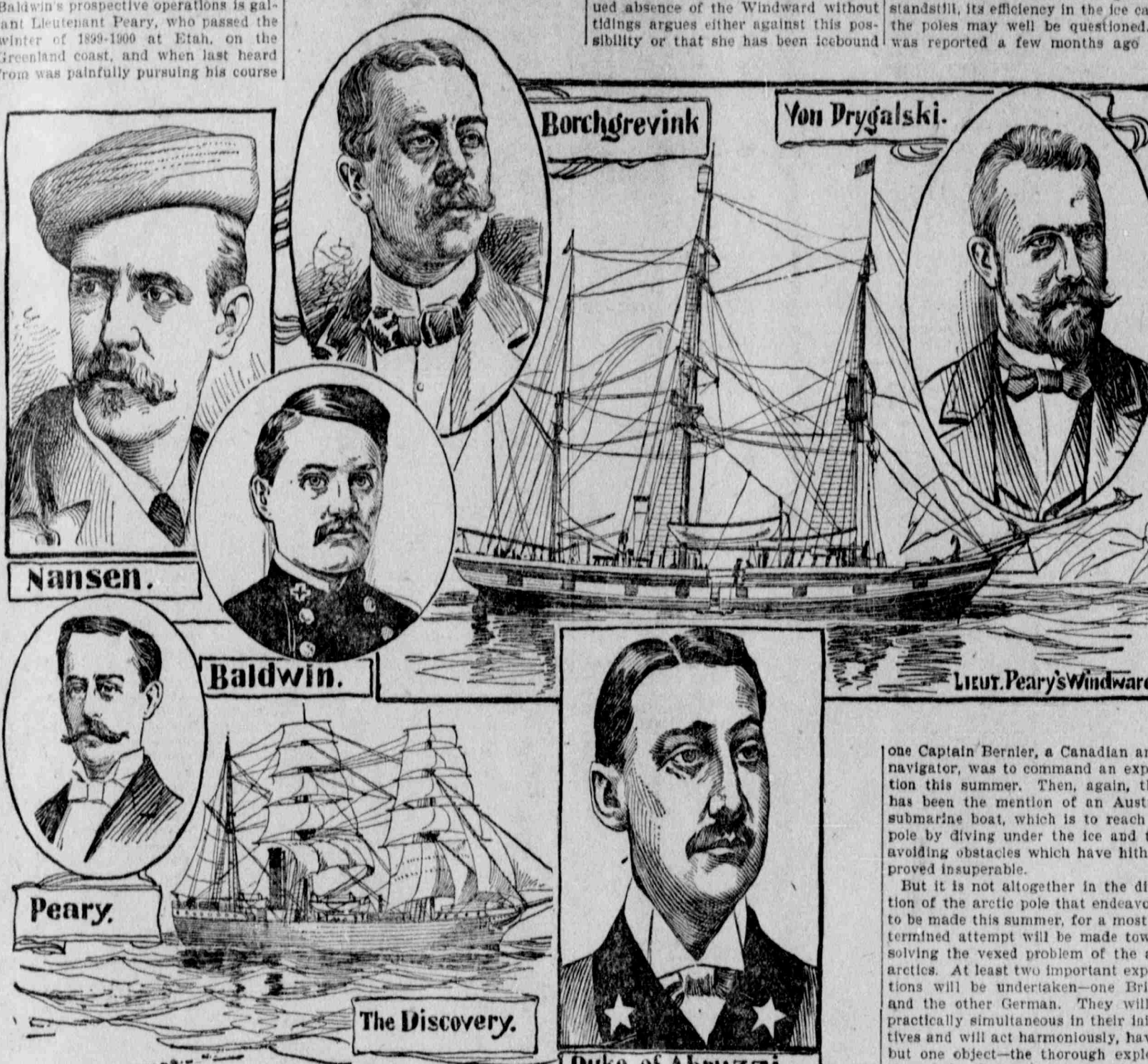
But it is an easy matter to tell, at least approximately, how many miles a thunderstorm is away. A normal pulse will beat about one stroke to the second. By counting the pulse beats during intervals of the lightning and the thunder the lapse of seconds is arrived at. By this means you can also ascertain the number of feet which can be reduced to miles.

kept servants ten years ago only 17¢ do so now.

Cable cars' first railway, opened in 1840, was 15 miles long. She now has over 14,000 miles.

An ocean steamer carries on an average 21 times her own tonnage in the course of a year.

The average depth of coal mines is from 750 to 850 feet. The lowest paying workings are 2,500 feet.



PROMINENT FIGURES IN POLAR EXPLORATION.

toward the pole. Of all arctic explorers none has displayed more indomitable courage than Peary, who, crippled as he is by the amputation of nearly all his toes, was at last accounts still bent upon achieving his purpose of discovering the pole or perishing in the attempt. Interest in his expedition is revived by the announced dispatch next month of the relief ship Erik, the fifth

vessel to be sent into the great north by the Peary Arctic club, following after the Windward, which, as may be recalled in this connection, sailed last midsummer on the same quest. No information has been received of the

Windward since she reached northern waters, having on board the intrepid wife and daughter of the explorer. She may have reached the destined port or may have been wrecked, but, though no tidings have come back, there is no apprehension on the part of those who dispatched her, as she was to be held by Peary or returned, as he might by elect. When last heard from, March 30,

on the coast of Greenland, if not actually wrecked.

Captain Otto Sverdrup, leader of the Norwegian expedition of 1898, who was master of Nansen's Fram in her famous drift voyage in the Arctic sea, intended to make his way out during the coming summer, but he, too, may be detained by the ice.

The Russians announced two years

ago that they would dispatch the great ice crushing steamer Yermak poleward; but, though on its experimental trip it succeeded in forcing its way through field ice five feet thick and nearly through another estimated at 25 feet in thickness before brought to a standstill, its efficiency in the ice cap of the poles may well be questioned. It was reported a few months ago that

from the naval class or merchant marine already built and refitted for their special service.

The Discovery, however, is the sixth of her name to engage in polar voyages. She is exceptionally strong, built of seasoned oak, 172 feet long, 33 broad and with a displacement of 1,750 tons. The total cost of the expedition is estimated at \$500,000, of which amount the British government contributes less than half. She was launched from the same shipyard in Dundee, Scotland, in which the whalers for the Baldwin-Ziegler expedition are being refitted.

Landscape Architecture In Connection
With Modern Civic Improvements.

THE latest development of the civic landscape idea is maturing in Chicago, which is utilizing the unrivaled combination of land and water in its lake front for the beautifying of the city. As originally discovered, the site of Chicago was not naturally unattractive, but it cannot be claimed with truth that either its lake or river has been improved in appearance by the artificial constructions erected there by man. It is proposed to soften the harsh outlines of the bridges and pil-

lars—designed on a scale suited to the features of the landscape. A horizontal plan of the scheme gives, first, a large square, within which is a pentagon, including another and smaller square.

In this great scheme for renovating the lake front and river borders there is displayed a unity of purpose and elaboration which will commend itself to all who have given the subject of landscape architecture a thought, for, accepting in essence the designs worked out by the European landscapists centuries ago, it is proposed to achieve the

transformation of Chicago's water front by constructing a chain or series of formal pleasure gardens. The central feature of every garden will be a court of honor, suggested by the magnificent conception so beautifully elaborated at Jackson park in the architectural scheme of the Columbian exposition. The focal point of each grand court of honor is to be a gigantic fountain—an abundance of water being always avail-

able—designed on a scale suited to the features of the landscape. A horizontal plan of the scheme gives, first, a large square, within which is a pentagon, including another and smaller square.

lessor fountains, bridges, flowers, shrubbery, vases, pools of water—all so laid out that the visitor will naturally still know the focusing point, the fountain, which is always in view, and whose

evolved on so gigantic a scale as this and in which the elaboration takes account not only of the natural and architectural environment, but of the historical and geographical associations. Unity of design is apparent in every part, and that is the keystone of all successful landscape architecture.

The civic park idea has taken hold, however, and from them originated the many plazas or central squares, some of them adorned with beautiful gardens, which are so common in the Europe of today. After man began to grow gregarious and to herd with his fellow men every hamlet, village and city had its central square or meeting place, whether it was the open field around which the Africans build their huts, the charming village green of the English country districts or the more formal European plaza adorned with monuments and statuary.

Gradually, as urban associations exerted their ameliorating effects upon

girdles" of green gardens and verdure clad parklets.

The idea of parks or pleasure gardens as adjuncts to a city is almost as ancient as the world's oldest aggregations of humanity, for the ancient Egyptians possessed them, as well as the Greeks, the Assyrians and the Romans. They were generally of a formal character, however, and from them originated the many plazas or central squares, some of them adorned with beautiful gardens, which are so common in the Europe of today.

After man began to grow gregarious and to herd with his fellow men every hamlet, village and city had its central square or meeting place, whether it was the open field around which the Africans build their huts, the charming village green of the English country districts or the more formal European plaza adorned with monuments and statuary.

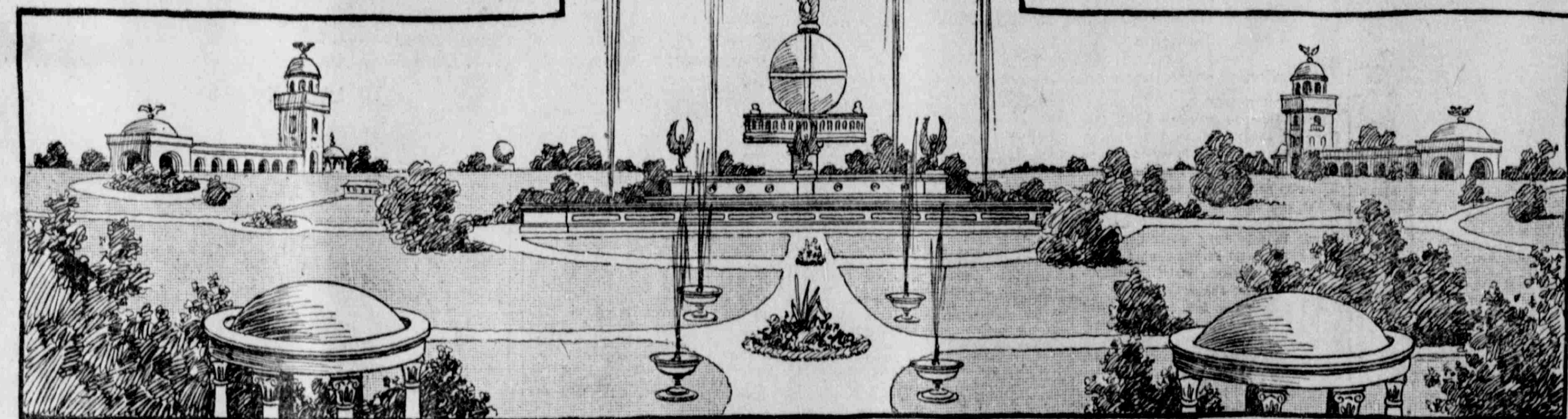
Gradually, as urban associations exerted their ameliorating effects upon

girdles" of green gardens and verdure clad parklets.

The idea of parks or pleasure gardens as adjuncts to a city is almost as ancient as the world's oldest aggregations of humanity, for the ancient Egyptians possessed them, as well as the Greeks, the Assyrians and the Romans. They were generally of a formal character, however, and from them originated the many plazas or central squares, some of them adorned with beautiful gardens, which are so common in the Europe of today.

After man began to grow gregarious and to herd with his fellow men every hamlet, village and city had its central square or meeting place, whether it was the open field around which the Africans build their huts, the charming village green of the English country districts or the more formal European plaza adorned with monuments and statuary.

Gradually, as urban associations exerted their ameliorating effects upon



SUGGESTED GROUND PLAN FOR CHICAGO'S PROBABLE WATER FRONT PLEASURE GROUNDS.

ings, for instance, by painting them in bright colors—red or green—after the manner prevailing in Venice, for it is admitted that Chicago and the mistress of the Adriatic have at least one feature in common, and that is water, though it may differ in quality in the two places. By painting the piles in bright tints a Venetian color effect may be obtained, and by importing Venetian gondolas and gondoliers extremely pic-

ture features might be introduced. The latter were used with effect at the Columbian exposition, and if any have remained behind they should by this time be completely naturalized.

In this great scheme for renovating the lake front and river borders there is displayed a unity of purpose and elaboration which will commend itself to all who have given the subject of landscape architecture a thought, for, accepting in essence the designs worked out by the European landscapists centuries ago, it is proposed to achieve the

transformation of Chicago's water front by constructing a chain or series of formal pleasure gardens. The central feature of every garden will be a court of honor, suggested by the magnificent conception so beautifully elaborated at Jackson park in the architectural scheme of the Columbian exposition. The focal point of each grand court of honor is to be a gigantic fountain—an abundance of water being always avail-

able—designed on a scale suited to the features of the landscape. A horizontal plan of the scheme gives, first, a large square, within which is a pentagon, including another and smaller square.

In this great scheme for renovating the lake front and river borders there is displayed a unity of purpose and elaboration which will commend itself to all who have given the subject of landscape architecture a thought, for, accepting in essence the designs worked out by the European landscapists centuries ago, it is proposed to achieve the

transformation of Chicago's water front by constructing a chain or series of formal pleasure gardens. The central feature of every garden will be a court of honor, suggested by the magnificent conception so beautifully elaborated at Jackson park in the architectural scheme of the Columbian exposition. The focal point of each grand court of honor is to be a gigantic fountain—an abundance of water being always avail-

able—designed on a scale suited to the features of the landscape. A horizontal plan of the scheme gives, first, a large square, within which is a pentagon, including another and smaller square.

In this great scheme for renovating the lake front and river borders there is displayed a unity of purpose and elaboration which will commend itself to all who have given the subject of landscape architecture a thought, for, accepting in essence the designs worked out by the European landscapists centuries ago, it is proposed to achieve the

transformation of Chicago's water front by constructing a chain or series of formal pleasure gardens. The central feature of every garden will be a court of honor, suggested by the magnificent conception so beautifully elaborated at Jackson park in the architectural scheme of the Columbian exposition. The focal point of each grand court of honor is to be a gigantic fountain—an abundance of water being always avail-

able—designed on a scale suited to the features of the landscape. A horizontal plan of the scheme gives, first, a large square, within which is a pentagon, including another and smaller square.

In this great scheme for renovating the lake front and river borders there is displayed a unity of purpose and elaboration which will commend itself to all who have given the subject of landscape architecture a thought, for, accepting in essence the designs worked out by the European landscapists centuries ago, it is proposed to achieve the

transformation of Chicago's water front by constructing a chain or series of formal pleasure gardens. The central feature of every garden will be a court of honor, suggested by the magnificent conception so beautifully elaborated at Jackson park in the architectural scheme of the Columbian exposition. The focal point of each grand court of honor is to be a gigantic fountain—an abundance of water being always avail-

able—designed on a scale suited to the features of the landscape. A horizontal plan of the scheme gives, first, a large square, within which is a pentagon, including another and smaller square.

In this great scheme for renovating the lake front and river borders there is displayed a unity of purpose and elaboration which will commend itself to all who have given the subject of landscape architecture a thought, for, accepting in essence the designs worked out by the European landscapists centuries ago, it is proposed to achieve the

AT HOME AND ABROAD.

Anti-Jewish rioting has been renewed in Algiers, and the troops have been called out to quell the disturbances.

There are 16,000 policemen in London, 8,000 in Paris and 5,000 in Berlin.

Three-fourths of the members of the Irish delegation in the British house of commons are teetotalers.

Great Britain still leads all Europe as

a producer of potatoes. Her average is six and one-half tons per acre. France comes next, with three and one-half tons, while Russia is third, with two tons.

The numerous restrictions recently placed upon the manufacture of matches in Ireland have led to the closing of two factories in Belfast. About 400 op-

eratives have been thrown out of employment.

A crop of wheat uses 50 tons of water to an acre a month.

Statistics are at hand showing that in the first month of the last quarter in France horses caused 867 accidents, with 55 fatalities. The railways in the same length of time caused 140, of which 8 were fatal. The automobile was the cause of 38, with 2 fatalities,

and the bicycle was responsible for 119, with 6 deaths.

English tramways cost \$75,000 a mile; Irish \$55,000 only.

An organization in England is known as "Scapa," the word being made up of the initial letters of the words "Society For Checking Abuses of Public Advertising." The members of the association are opposed to the placing of glaring business announcements on pictur-

esque rocks, along rustic roadways, on buses and on huge billboards.

During the past year several remarkable reefs of fossil coral have been explored near Bainbridge, on the Flint river, in Georgia. In one case a very large portion of the reef exposed consists of coral heads, some of which are more than a foot in diameter. Between 25 and 30 species of coral have been recognized in these reefs by T. W. Vaugh-

an. They are ascribed to the tertiary age.

An Angora goat produces two pounds of hair a year, worth 10 cents a pound.

The record for a sailing ship is 325 miles a day, 550 for a steamer.

Liverpool, with 99 people to the acre, is the most crowded city in England.

A million pounds of silk every week in the year is the world's total production. For every 194 German families who

kept servants ten years ago only 17¢ do so now.

Cable cars' first railway, opened in 1840, was 15 miles long. She now has over 14,000 miles.

An ocean steamer carries on an average 21 times her own tonnage in the course of a year.

The average depth of coal mines is from 750 to 850 feet. The lowest paying workings are 2,500 feet.